

## **ADDENDUM NUMBER 1**

**TO: All Plans Holders**

**PROJECT NAME: Repairs on SR93 (I-275) on the Sunshine Skyway Bridge in  
Pinellas/Hillsborough/Manatee counties.**

**FINANCIAL PROJECT NUMBER: 42348015201**

**DISTRICT CONTRACT NO: E-7G73**

**COUNTIES: Pinellas, Hillsborough, and Manatee**

A scheduled pre-bid meeting was held February 22, 2011. As a result of this meeting and also in response to questions placed on the Question and Answer Website, the following information and attachments constitute Addendum #1 for the above contract.

**Items clarified in plans during pre-bid meeting:**

1. Sheet B1-11 and B1-13: The inspection anchors shall be proof loaded to 5 kips (not 5000 kips).

**Questions from pre-bid meeting:**

- 1) Please clarify location of debris in columns and estimated amount of debris.

**Response:** *It is estimated that the total amount of existing construction debris in the columns is approximately 80 cubic yards and is mainly located in the four pylon columns at Piers 111 and 112. Further clarification of work is stated in Note J on Sheet B1-10.*

**Sheet B-3: Scope of Work item #2.** *The “removal of existing construction debris at bottom of columns in Piers 107 thru 116” shall be revised to “removal of existing construction debris attached to column interior walls and loose material at bottom of columns in Piers 107 thru 116.”*

- 2) Specifications (pages 7 and 8) – INSPECTION: The specs state that two utility boats need to be provided and maintained throughout the life of the Contract. Can the utility boats be provided and maintained only while the contract is working over water?

**Response:** *One utility boat, meeting the provisions of the specifications, will be required when marine work is underway.*

- 3) TSP T100: Section T100-1.2.2 states that the estimated repair cost of the ATR System is \$2900. What happens if the cost exceeds the stated amount?

**Response:** *The Department will cover the repair cost in excess of \$2900. The Department will not cover any excess costs for pick-up, delivery or coordination.*

- 4) Sheet B1-29: Clarify jacking load of 85 kips.

**Response:** *The jacking load was based on two jacks per diaphragm. For clarification, the jacking load shall be 135 kips per beam line. (Also see item 7 below)*

- 5) Can the Contractor store materials at the South Rest Area?

**Response:** *Sheet B-3, Note N states that “for landside storage, the Contractor shall submit a request detailing the location, area and time period to the Engineer for approval.” Permission must be granted **from the Department** which maintains the applicable rest area.*

- 6) The project states that there is a flexible start of 15 days. Is there a procurement period? The contractor won't be able to get all the necessary bearings, hatches, conduit, wire, etc in 15 days. Would a procurement period of 120 days be allowed?

**Response (3/2/11):** *An addendum will be issued prior to letting changing the acquisition time from 15 days to 90 days.*

- 7) Part A: Drawing B1-31 note 2 states "Procedures for jacking of the segmental superstructure is contained in Appendix A of the "manual for inspection & maintenance of the Sunshine Skyway bridge" - Can you please supply us with a copy of that procedure?

**Response (3/2/11):** *The requested jacking details are available for download at the following URL: <ftp://ftp.dot.state.fl.us/LTS/D7/d7bidquestions/423480-1/>*

Part B. Does anyone have pictures for the jacking steel for the piers that was used the previous contract?

**Response (3/2/11):**

*A proposed Jacking Frame detail that was previously used is available for download at the following URL: <ftp://ftp.dot.state.fl.us/LTS/D7/d7bidquestions/423480-1/> However it should be noted that the contractor's jacking plans and calculations must meet the requirements of the specifications and plan notes (e.g. B-3, B1-29, B1-30 and B1-31).*

- 8) The traffic control notes allow the contractor to close the inside lane to perform installation of the access hatches in the median and the outside lanes to install the access work on the piers during off peak time - Sheet B-6. Note 5 Sheet B-5 states that lane closures are not allowed during peak hours of 6:30 am to 7:30pm. The contractor who is currently working on the Skyway Bridge has had the inside lanes closed 24/7 and is working during the day. Will the contractor on this project be allowed to perform the work with the same set and times as the current Contractor without having to remove and reinstall the lane closure set up everyday? We feel that it will be in the best interest of the State (cheaper and safer), the Contractor (safer) and for the traveling public (safer) to allow the work to be performed during the day with the MOT lane closures to stay up 24/7 until the work in that area is completed (no blinding lights for the night time traveling public and no employee's in the roadway putting up and removing cones, signs, etc.) Plus its only fair since the current contractor gets to do it. In addition by allowing the work to be performed during the day the Contractor's work can be more accurate.

**Response (3/3/11):** Both contracts have the same lane closure restrictions (6:30am to 7:30pm ). However the current (E7F97) has a lane shift per the contract plans. The contractor on this contract will be required to follow the traffic control plan on sheet B-5.

- 9) Drawing B1-10 Ladder Section calls out Ladder requirements. Drawing B1-15 through 17 detail the ladders to be fabricated. The 2 do not match. Are the ladders to be fabricated per drawings B1-15 through B1-17?


**Response (3/3/11):** Sheets B1-15 and B1-16 show the inspection platform details. Sheet B1-17 shows the Ladder Details. We are not aware of any discrepancies between Sheets B1-10 and Sheet B1-17.

- 10) Can you please provide me with a total each quantity, not lf, for the ladder platforms?

**Response (3/3/11):** This pay item is quantified in lbs not linear feet. Please see sheet B1-13 for the estimated quantities in lbs.

**PLEASE ACKNOWLEDGE RECEIPT OF THIS ADDENDUM BY SIGNING BELOW.  
SAID ACKNOWLEDGEMENT WILL RESULT IN THIS ADDENDUM BEING MADE  
A PART OF CONTRACT E-7F03.**

Approved by:

  
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John D. Ellis  
District Contracts Administrator

**FLORIDA DEPARTMENT OF TRANSPORTATION  
BRIDGE MANAGEMENT SYSTEM  
BRIDGE INSPECTION REPORT ADDENDUM**

BRIDGE ID: 150189  
DISTRICT: 07 TAMPA

PAGE: A218 OF A269  
INSPECTION DATE: 09/30/10

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**PHOTO 0-112: 205 R/CONC COLUMN**

Typical trash and construction debris at the bottom  
of the columns at Piers 111 & 112.

**WORK ORDER RECOMMENDATION: P3 WO**

Remove loose form material & debris from inside of Pier Columns 111 & 112. 20MH

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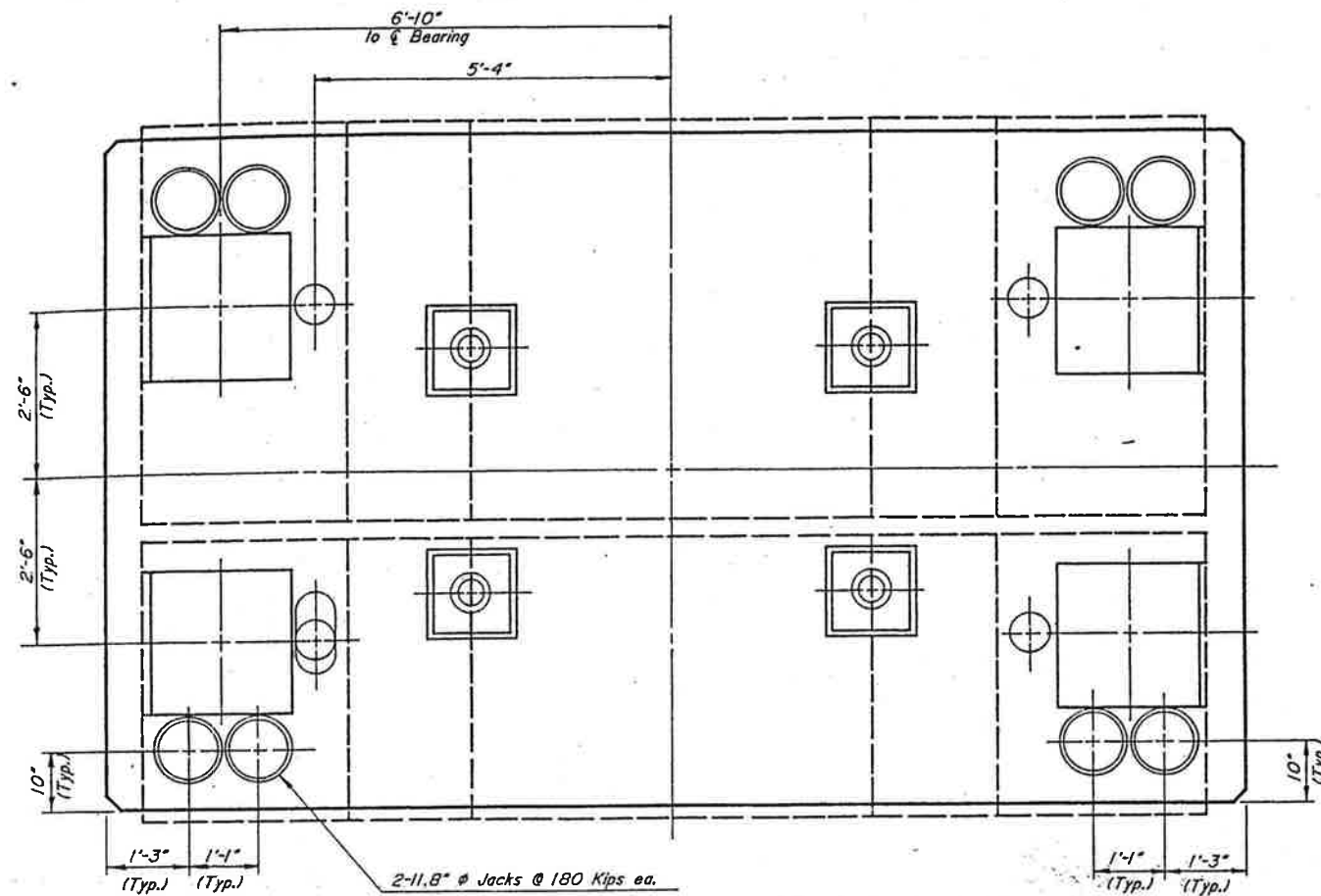
**PHOTO 0-113: 205 R/CONC COLUMN**

Typical forming material left in-place at the top segment.

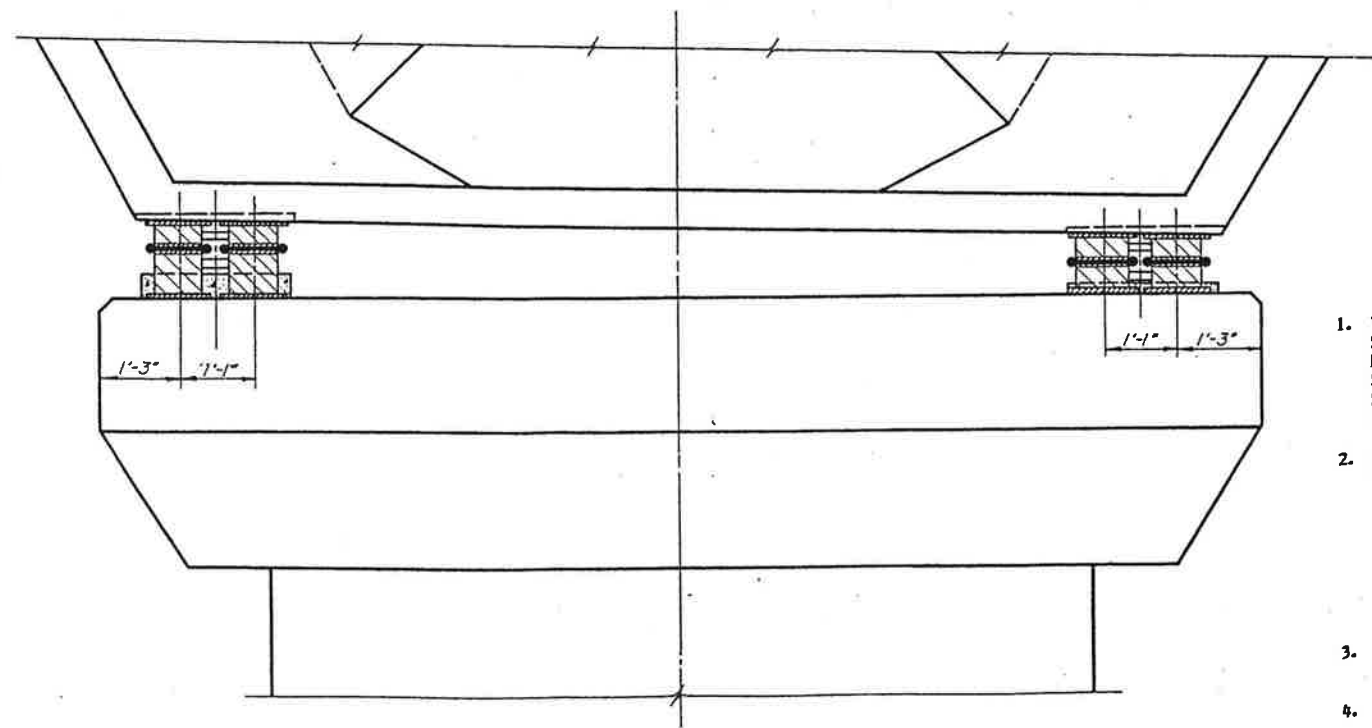
**WORK ORDER RECOMMENDATION:**

Refer to Photo 0-112.

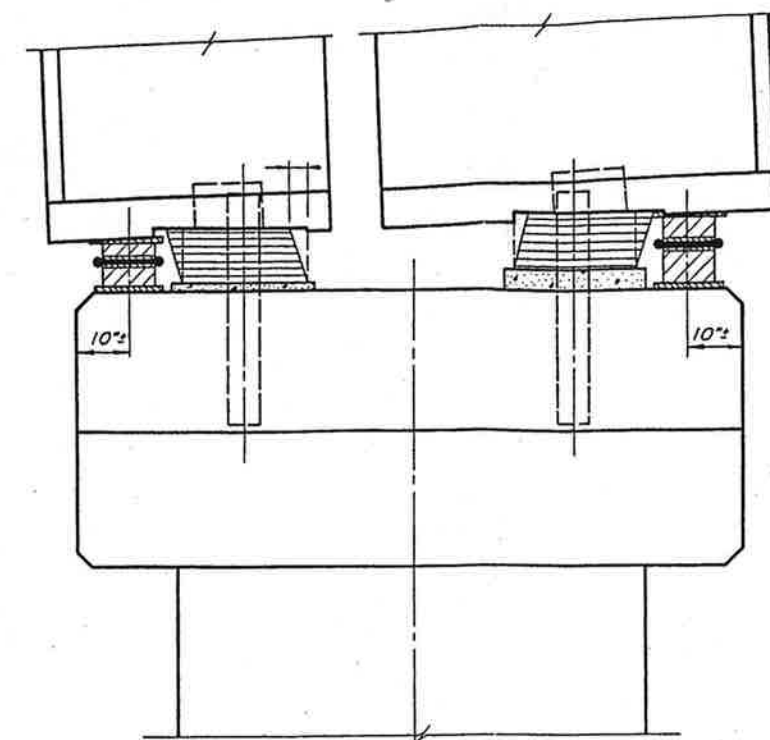




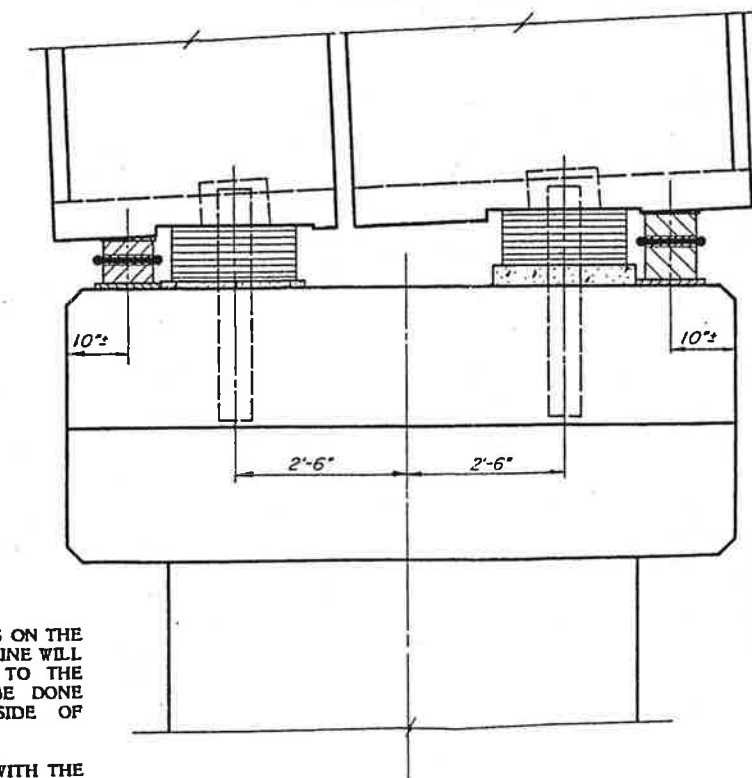
PLAN  
3/4" = 1'-0"



TRANSVERSE ELEVATION



TYPE 4 BEARINGS




END ELEVATION  
3/4" = 1'-0"

Notes:

1. For Pier 24 the Transition pier, Only four Jacks are required to Lift only the Segmental side of the pier Segment.
2. Lifting Weight is a 650 Kips per Segment.

STRESS RELIEF PROCEDURE

1. THE JACKS FOR THE TWO BEARINGS ON THE SAME SIDE OF THE BRIDGE CENTERLINE WILL BE HYDRAULICALLY CONNECTED TO THE SAME PUMP. JACKING SHALL BE DONE SIMULTANEOUSLY ON EACH SIDE OF EXPANSION JOINT PIER 16.
2. THE BRIDGE WILL BE JACKED UP WITH THE FOLLOWING TOLERANCES:  
MAXIMUM VERTICAL MOVEMENT: 1/2"  
MAXIMUM VERTICAL DIFFERENTIAL MOVEMENT BETWEEN TWO BEARINGS: 1/8"  
IN FACT ONLY A DECOMPRESSION IS NEEDED TO RELIEVE THE BEARINGS.
3. VERTICAL MOVEMENT SHALL BE CONTROLLED BY MEANS OF MICROMETERS.
4. THE JACKING OPERATION MAY HAVE TO BE REPEATED, AS NECESSARY, TO RELIEVE THE DISTORTION OF A BEARING.

										DRAWN BY		DATE		 Figg and Muller Engineers Inc. 424 North Cathoon Street Tallahassee, Florida 32301		CLIENT		PROJECT		SHEET TITLE		SHEET	
										CKD BY						FLORIDA DEPARTMENT OF TRANSPORTATION		SUNSHINE SKYWAY BRIDGE		JACKING DETAILS PIERS 16 & 24 N & S		OF	
NO		DATE		REVISION				BY		CKD		Tallahassee, Fl.		Palo, Fr.		Washington, D.C.		Denver, CO.		Austin, Tx.			

#### **E. JACKING APPROACH SPANS AND RESETTING BEARING PADS**

1. ON CERTAIN APPROACH SPANS (SEE TABLE I, SHEET R-4), THE NEO-PRENE BEARING PADS HAVE SHIFTED TOWARD CENTER OF SPAN. IN SPAN 8, ONE PAD HAS COMPLETELY SLID OUT OF PLACE. THE PAD IS LOCATED IN THE DISTRICT 7 BRIDGE INSPECTION OFFICE AND SHALL BE REPLACED IN ITS PLAN POSITION BY THE CONTRACTOR.
2. AT EACH SPECIFIED BENT BOTH SPANS SHALL BE JACKED UP AT ONE END APPROXIMATELY 1". A PROPOSED JACKING FRAME IS SHOWN IN DETAIL "J", SHEET R-7. THE JACK FRAMES SHALL BE CONNECTED AT THE TOP AND BOTTOM OF EACH COLUMN USING A CHANNEL SECTION MINIMUM MC 12 X 37, BOLTED TO COLUMNS.
3. THE CONTRACTOR MAY USE A DIFFERENT DESIGN THAN THAT SHOWN BUT IN EITHER CASE SHOP DRAWINGS SHALL BE SUBMITTED TO THE BRIDGE INSPECTION OFFICE DESCRIBING THE FRAME, JACKS AND THE JACKING PROCEDURE TO BE USED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFE DESIGN AND LOAD CAPACITY OF THE JACKING FRAME.
4. TRAFFIC WILL BE ALLOWED ON THE STRUCTURE OVER RAISED SPANS AFTER THE JACKING OPERATIONS HAVE BEEN COMPLETED. ALL GIRDERS IN A GIVEN SPAN SHALL BE JACKED SIMULTANEOUSLY.
5. WHILE THE SPAN IS UP, THE NEOPRENE PADS SHALL BE REMOVED AND CONCRETE SURFACE ROUGHENED, THEN BLOWN CLEAN OF DEBRIS. AS AN ALTERNATE, AN APPROVED EPOXY MAY BE PLACED IN THE PAD AREA AND COVERED WITH AN APPROVED COARSE SAND. PADS SHALL NOT BE BONDED TO THE CONCRETE SURFACE.
6. ROUGHENED SURFACE SHALL HAVE A PEAK-TRough DIFFERENTIAL OF AT LEAST 1/32" WITH RIDGES RUNNING PARALLEL TO THE CAP FACE.
7. BEARING PADS SHALL THEN BE REPLACED IN THEIR PLAN POSITION AND THE SPAN LOWERED DOWN ONTO THE RESET PADS. CONTRACTOR SHALL UTILIZE EXISTING PADS.
8. THE CONTRACTOR MAY USE THE EXISTING BASIN AT THE SOUTH END OF THE STRUCTURE FOR A STAGING AREA.
9. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER PAY ITEM NUMBER 400-140-1, PER EACH BENT. PAY ITEM SHALL INCLUDE JACKING OPERATION, PAD RELOCATION AND ALL RELATED WORK.

